

# The Hong Kong Daily Press.

No. 8875 穗五十七百八十八第

日八初月五年二十緒光

HONGKONG, WEDNESDAY, JUNE 9TH, 1886.

三拜禮

就九月六英港香

PRICE \$2 PER MONTH

## NEW ADVERTISEMENTS.

PACIFIC MUTUAL LIFE INSURANCE COMPANY OF CALIFORNIA

THE Undesigned having been appointed Agents for the above Company are Prepared to GRANT POLICIES to European and Chinese at Current Rates.

JARDINE, MATHESON & CO., Agents.

Hongkong, 9th June, 1886. [1158]

\* FOR SHANGHAI.

THE Steamship LAJU.

Captain Mann will be despatched for the above Port on FRIDAY, the 11th instant, at DAYLIGHT.

For Freight or Passage, apply to GILMAN & CO., Agents.

Hongkong, 9th June, 1886. [1123]

\* BEN LINE OF STEAMERS.

FOR LONDON.

THE British Steamer.

BENXANTY.

Captain Le Bonnillot will be despatched as above on MONDAY, the 14th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th June, 1886. [1159]

NAVIGAZIONE GENERALE ITALIANA.

VULPINO AND RIBATTINO UNITED COMPANIES.

STEAM FOR.

SINGAPORE, ADEN, COLOMBO,

BOMBAY, ALEXANDRIA, SAID,

NAPLES, LEGHORN, GENOA, AND

MASSELLES.

(Taking Charge at through rates to all MEDIE-

TERAN and LEVANTIN, POETS, ODESSA,

and ALEXANDRIA, and also to NEW YORK

and BUENOS AIRES (MONTEVIDEO).

THE Company's Sailingship.

"ORMIDA."

will be despatched as above on or about the 3rd July.

To be followed by the Steamer "MANILLA,"

or about the 3rd August.

The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewards.

For Further Particulars regarding Freight and Passages, apply to CARLOWATZ & CO., Agents.

Hongkong, 9th June, 1886. [1157]

\* BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, AND

SINGAPORE.

THE Steamer.

"BALDER."

Captain J. H. Anderson, from above

Ports, Consignees of Cargoes, are hereby requested to send in their Bills of Lading for CON-

SIGNATION by the undersigned and to TAKE

IMMEDIATE DELIVERY of their Goods from alongside.

Consignees of NAILIRON IRON are

particularly requested to take DELIVERY from

ADMIRALTY IN THEIR OWN BOATS, failing which the Captain will not be responsible for any mixing

of different descriptions of iron.

The steamer is berthed at the Kowloon Piers and any Cargo impeding her

discharge will be landed into Godowns there and stored at Consignee's risk and expense.

Optional Cargo will be forwarded unless

notice to the contrary be given before NOON,

TO-MORROW, the 7th inst.

Cargo remaining undelivered after the 18th

inst. will be subject to rent.

No Claims will be admitted after the Goods

have left the Godowns, and no Goods re-

turned will be subject to rent.

All Claims must reach us before 4 P.M. of

the 18th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

SIEMSEN & CO., Agents.

Hongkong, 6th June, 1886. [1144]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND

SINGAPORE.

THE Steamer.

"TAISANG."

bearing arrived from the above Ports, Consignees

of Cargoes by him are hereby informed that their

Goods, with the exception of Salt-petre, are

being landed at their risk into Messrs. Jardine,

Mather & Co.'s Godowns, West Point, whence

they will be forwarded to their destination.

Optional Cargo will be forwarded unless

notice to the contrary be given before NOON,

TO-MORROW, the 9th inst.

No Claims will be admitted after the Goods

have left the Godowns, and no Goods re-

turned will be subject to rent.

All Claims must reach us before 4 P.M. of

the 18th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 8th June, 1886. [1160]

JOHN D. KERR, C.E., CONSULTING ENGINEER.

SPECIFICATIONS AND ESTIMATES

carefully made out.

DRAWINGS skilfully executed, MACHIN-

EY Imported and MECHANICAL WORK

of all kinds attended to.

VICTORIA HOTEL, Hongkong, 8th June, 1886. [1156]

IRON-FRAMED PIANOS.

M. F. RACHALS & CO., HAMBURG.

COTTAGEPIANOS Shanghai Tls. 235 & 300

GRAND PIANOS Shanghai Tls. 450

SOLE AGENT FOR CHINA AND HONGKONG.

SYDENHAM MOUTIER, THE PIANOFORTE AND MUSIC WAREHOUSE, Shanghai.

14th May, 1886. [189]

JARDINE, MATHESON & CO., PIER & GODOWNS.

STEAMERS and SAILING VESSELS are Berthed at the Pier at the following Rates of Wharfage, viz.—

Coast Steamers and Sailing Vessels \$150

under 300 feet over 300 feet 60

Other Steamers under 300 feet 300 feet 75

Cargo is Landed and Stored at Thirty Cents per Ton. The lighter Steamers, including Ferry Boats for Seven Days or is delivered into Craft or ship at the Pier for half that rate.

For the convenience of Coast and other Steamers using the Pier, Cargo will be received into Godown from Shippers, and Stored, FREE

OF RENT for Seven days previous to the departure of the Steamer by which it is to be shipped. Receipts will be granted.

Cargo will be landed and delivered into Craft alongside the Pier, or at any of the principal receiving places on the Praias at from

Three to Eight Quays per package.

Cargo can be supplied to Steamers at the Pier or elsewhere in the Harbour at market rates.

Quick despatch guaranteed.

Advances made on Cargo Stored and Fire

Insurance effected if desired.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 18th May, 1886. [1019]

A FONG, PHOTOGRAPHER

STUDIO, ICE HOUSE LANE,

BEHIND NEW ORIENTAL BANK,

Hongkong.

Has a Large Choice, and more COMPLETE

COLLECTION of VIEWS—than any other

in the Empire, the Copies of which are only

to be purchased at his Studio or Messrs.

KELLY & WALSH'S Stores.

WORKS MINIATURES of Superior Excellence

and High Finish, painted under careful Supervision.

INSTANTANEOUS VIEWS, GROUPS and POR-

TRAITS of different sizes taken daily.

MONEY TO BE LENT ON MORTGAGE.

Sums from \$2,000 to \$11,000.

Apply, by letter, to

V. Y. Daily Press Office.

Hongkong, 1st May, 1886. [1914]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

ON and after MONDAY, the 7th instant,

the PRICE OF ICE will be ONE AND A

HALF CENT per Pound.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st June, 1886. [1137]

## SHIPPING.

### ARRIVALS.

JUN 8 BILLY SIMPSON, Brit. bark, 432, Brown, Bangkok, 16th May, General—CHINESE.  
JUN 8 E. J. SPENCE, British bark, 519, J. H. Hill, Chao Phraya 25th May, Poos and Veracelli—ORDER.  
JUN 8 THALAS, British steamer, 320, Poos, Foochow, 4th June, Amoy 5th, and Swatow 7th, General—DOUGLAS LAPRAK & CO.  
JUN 8 CAROLINE, Norwegian bark, 323, D. Brun, Newchuan 24th May, Beans—WIELER & CO.  
JUN 8 BENALD, British steamer, 1,331, J. Ross, London 25th April and Singapore 1st June, General—GIBB, LIVINGSTON & CO.  
JUN 8 G. GREENHOPE, British steamer, 627, T. A. Thomas, Pakhoi 4th June, Hollow 6th, and Macao 8th, General—ADAMSON, BELL & CO.  
JUN 8 VIGILANT, British des. ves. from Canton.

### CLEARANCES.

#### AT THE HARBOUR MASTER'S OFFICE.

JUN 8 BRITISH, Brit. str., for Singapore.  
JUN 8 BELLEPOIN, Brit. str., for Amoy.  
JUN 8 HAILONG, Brit. str., for Nagasaki.  
JUN 8 KILLARNEY, Brit. str., for Foochow.  
JUN 8 KILLARNEY, Brit. str., for Amoy.  
JUN 8 KILLARNEY, Brit. str., for Foochow.  
JUN 8 KILLARNEY, Brit. str., for Amoy.

### DEPARTURES.

JUN 8 AMY, British str., for Shanghai.  
JUN 8 MEHMEIR, British str., for Foochow.  
JUN 8 SANDEWY, British str., for Shanghai.  
JUN 8 FERNPORT, British str., for Saigon.  
JUN 8 KERTON, British str., for Foochow.  
JUN 8 KERTON, British str., for Saigon.  
JUN 8 KERTON, British str., for Foochow.  
JUN 8 KERTON, British str., for Saigon.  
JUN 8 KERTON, British

## NOW ON SALE.

1886 Edition of  
**CHRONICLE & DIRECTORY**  
for China, Japan, Korea, Philippines,  
Siam, Cochinchina, Burma,  
Straits Settlements, Malay States, &  
(TWENTY-FOURTH ANNUAL ISSUE).

The COMPLETE EDITION WITH TREATIES,  
PLANS, &c., pp. 1,132 ..... \$5.  
THE SMALLER EDITION pp. 753 ..... \$3.  
The Vote Motion for every Resident in the  
Far East, from Peking to Vladivostok.

Orders sent to Daily Press Office, where  
it is published, or to the following Agents—

MAGAZINE ..... Mr. F. A. de Cruz  
SWATOW ..... Messrs. Quelch & Co.  
AMOY ..... Messrs. C. Gerard & Co.  
FOSHOW ..... Messrs. Ross & Co.  
FOOCHOW ..... Messrs. Hooper & Co.  
NINGPO ..... Messrs. Kelly & Walsh, S'g'dal  
SHANGHAI ..... Messrs. Hall & Holt  
NANKING ..... Messrs. Kelly & Walsh  
TIENTSIN ..... Messrs. Kelly & Walsh, Shanghai  
NAGASAKI ..... Messrs. C. J. T. Trading Co.  
HOKKO, OKAIA ..... Messrs. E. Walsh & Co.  
YOKOHAMA ..... Messrs. Kelly & Walsh  
MANILA ..... Messrs. Diaz Pertiwas & Co.  
SAMOAN ..... Messrs. Scholes Frères and  
Gardes  
TONGKIN ..... Mr. Ch. Ampere  
SAIGON ..... Messrs. Bourne & Co.  
BANGKOK ..... Messrs. Sayle & Co.  
PEKING ..... Messrs. Maynard & Co.  
COLOMBO ..... Messrs. A. M. J. Ferguson  
CALCUTTA ..... Messrs. Newman & Co.  
SYDNEY ..... Messrs. Gordan & Gotch  
BRISBANE ..... Messrs. Norton, Hartree & Co.  
MELBOURNE ..... Messrs. Norton, Hartree & Co.  
LONDON ..... Mr. F. Alcock, Connaught Place  
LONDON ..... Mr. G. H. Smith, Cornhill  
LONDON ..... Messrs. Butcher, Hotel & Co.  
LONDON ..... Mr. W. M. Willis, 151 Cannon St.  
LONDON ..... Mr. L. P. Fisher, 31 Merchant's  
Exchange  
NEW YORK ..... Mr. A. Wind 21 Park Row.  
Daily Press O'Boo, January 1886.

## INTIMATION.

SILICATED  
CARBON FILTERS  
WITH MOVEABLE BLOCKS

## FOR

## PURIFYING DRINKING WATER.

A Shipment of these Filters in three useful sizes has just been received by the Undersigned.

A. S. WATSON & CO.,  
LIMITED,  
THE HONGKONG DISPENSARY.

Hongkong, 1st May, 1886.

NOTICE TO CORRESPONDENTS.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the Daily Press should be sent before 11 A.M. on the day of publication.

After that hour no supply is limited.

The Daily Press.

HONGKONG, JUNE 9TH, 1886.

The statistics given in the Harbour Master's report show that the shipping trade of Hongkong last year not only recovered the decline of 1884 but was larger than that of any previous year, the total tonnage entered being 5,663,931, as against 5,167,231 in 1884 and 5,301,667 in 1883, the latter year showing the largest entry upthrust. The diagram attached to the report exhibits at a glance the growth in the magnitude of the shipping trade of the port. In 1837 the tonnage entered was a little over two and a half million tons. In 1872 it had risen to close on 3,800,000, after which it declined for two years, being only a little over 3,100,000 tons in 1874. From this point it has risen almost uniformly every year, 1875 and 1885 being the only exceptions, until it now stands at the large figure of 5,663,931 tons. Of this amount 1,797,222 tons are accounted for by Chinese junks, leaving 3,866,709 tons for foreign shipping, of which no less than 3,026,544 tons are under the British flag, leaving only 840,000 tons to be divided amongst seventeen other flags. The bulk of the trade is of course with China, no less than 8,490,112 of the total tonnage entered being from the coast of China and Formosa. The large increase in the total tonnage of the port is mainly participated in by an unrepresentable portion of the junk trade, which is less now than it was thirteen years ago, and very little larger than it was twenty years ago. In 1867 it was a little over 1,300,000 tons; it is now 1,797,222 tons. It has been suggested that the so-called blockade by the Chinese Customs cruiser cannot interfere very materially with the junk trade, because the trade does not show a falling off. The evil done by the blockade is, we think, sufficiently proved by the want of expansion in the junk trade, which in twenty years has increased only to the extent of some 400,000 tons, while foreign shipping has increased during the same time by nearly three million tons. That steam is replacing junks on long voyages is a fact that has been repeatedly noticed of late years, but only the Treaty ports are open to steamers and the distributing trade along the coast from Hongkong and the Treaty ports still remains in the hands of the junk owners. It might be expected therefore that the latter should share to some reasonable extent in the general increase of the shipping trade instead of its remaining almost stationary. Leaving this point, however, and looking at Commander Russel's returns, as a whole, it must be allowed that they are eminently satisfactory, showing a substantial increase in the Colony's almost sole source of wealth and prosperity, its shipping trade. That trade, it is well known, has not been so profitable to those engaged in it during the last few years as it was formerly, but shipping in China is evidently very far from being played out, or we would not see this continued increase in its volume.

The rejection of Mr. Gladstone's Home Rule Bill in the House of Commons by a majority of 30 is a proof that Mr. Chamberlain and his following as well as Lord Hartington and the Whigs voted against the measure. The sanguine Gladstonians, of whom Mr. Larouche was the leading light, predicted a small majority for the "no". — N. C. Daily News.

Bill, but the last received news from home made it apparent that there was little chance of its passing. The fact that Mr. Gladstone could succeed in inducing 311 members to support a measure so full of danger as his Bill giving Home Rule to Ireland is striking testimony to his commanding personality, and shows how mighty is the influence he wields over the Liberal party. There must have been a very full House, though certainly not more so than the occasion called for, when the union of the Kingdom was at stake. Out of 670 members no less than 652 voted, allowing for speaker and tellers, there could thus have been only seven members absent, and these probably from sickness. What will happen now is, of course, a matter for speculation. It is possible that Mr. Gladstone may wish to take the sense of the country on the matter and urge a dissolution, but if unable to secure this, will have to resign, when there will either be a Coalition Ministry, or Lord Hartington will accept office with the promise of support from the Conservative party. But a dissolution of Parliament can in any case hardly be long delayed. The question raised by Mr. Gladstone's attempt to satisfy Irish aspirations will now have to be dealt with, and whoever may succeed the "Grand Old Man" will, we hope, grasp the nettle boldly.

The British paddle despatch boat *Vigilant* left Canton on the 1st instant, having arrived here yesterday from Canton.

I may interest those who read the case reported in the *Daily Press* for days since in which Messrs. Ross & Co. sued first Mr. Ross and wife, and a Mr. L. M. Baptist for the sale of a bedstead and mattress bought by Mr. Ross in her father's name, and in both of which Mrs. Ross & Co. were nonsuited, to know that the articles have been given up to Messrs. Ross & Co. by the possessors. Messrs. Ross & Co.'s arguments had such weight with Mr. and Mrs. Ross that they restored the bedstead and mattress.

## LATEST TELEGRAMS.

LONDON, 7th June. THE END OF THE GREEK DIF-  
FICULTY.

The Powers have raised the blockade of the Greek ports.

THE GRAND PRIX DE PARIS.

The following is the result of the running for the Grand Prix de Paris—

Mixing ..... 1  
Polyaceto ..... 2  
Sycamore ..... 3

LATER.

DEFEAT OF THE GOVERN-  
MENT.

THE HOME RULE BILL REJECTED.

On the second reading of the Home Rule Bill the House of Commons rejected it by 311 to 311 votes.

ANOTHER HOMICIDE IN HONG-  
KONG.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on the 25th May with a full cargo of rice, bound for Port Said for orders. On the previous Saturday, the *Acasta* was decorated in honour of the marriage of her commander.

The British steamer *Acasta*, Captain Marrs, left Nagasaki on

## THE UNITED STATES MINISTER ON MEDICAL MISSIONS.

The United States Minister, Colonel Duby, during a recent visit to Chinkiang, opened the Philander Smith Memorial Hospital in connection with the Methodist Episcopal Mission in that city. Invitations had been sent to the various missions, indicating the attendance of the officials at 11 o'clock on the 27th of May. The Minister Captain of the Marine, officers, and the band came punctually in the Vicere's palanquin. Officials to the number of 13 came with a great retinue of runners. After the usual preliminary service the Minister said:—

## EXTRACT.

## GIANT CUTTLEFISHES.

On the North American coast, and especially in the region of Newfoundland, several instances of giant cuttlesfishes have from time to time been recorded. In October, 1873, two fishermen were pursuing their avocation in a small punt about nine miles from St. John's in Conception Bay. Eeping a floating mass, in which they rowed towards it, when one of the men struck the supposed ingomagee with his oar. At once the mass awoke into vitality and stretched out its arms towards the boat; in other words, the fisherman had inadvertently surprised a sleeping, or at least a quiet and floating cuttlesh. It was apparently of large size, and one of its arms was shot over the boat, one of the men promptly cut them off with an axe. The animal next ejected a quantity of the inky fluid which it had stored by way of defense for obscuring the water, and then swam away. The man estimated the size of the body in its specimen at 60 feet, and its breadth across the tail, at ten feet. These measurements, it is safe to say, were exaggerated, because they had little or no opportunity of forming an exact judgment of the size of their antagonist. But the portions of the arms which were clamped off enabled an American naturalist to calculate the length and other dimensions of the animal. These are given as follows:

—length, 10 feet; length of the long arms, or tentacles, 32 feet; length of head, 2 feet; total length about 44 feet. In November, 1873, curiously enough, another Cannaian squid of large size was met with of the Newfoundland coast. On this occasion the animal was brought ashore in the fisherman's nets. The body was 7 feet in length and the tail, 22 inches broad; the two large arms were each 24 feet long, and the eight shorter arms 6 feet in length. The total length was 32 feet; the arms were 4 inches in diameter, and the number of suckers was estimated at 1,000. Between 1870 and 1875 various specimens of similar giants, attaining a length of from 30 to 25 feet, inclusive of arms, were found. It is probable that these giant cuttleshares haunt the Newfoundland coasts on account of the shoals of cod and other fish with which that region teems.

## THE NEW IRELAND CANNIBALS.

An account is given by Mr. Romilly, Deputy Commissioner of the Western Pacific, of a sort of State banquet at which he was present in New Ireland, in honour of a victory over the enemy. The enemy him- self supplied the materials of the repast. The details of the preparation of the horrible food may be read in Mr. Romilly's pages by all who have a curiosity on the subject. Some few particulars concerning a called "sak-sak" may here be given:—"They (the heads of the victims) were then disposed of in various ways, and when I asked what would be done with them, I was told, 'They will go to improve the sak-sak.' The natives on the east coast of New Ireland prepare a very excellent composition of sago and coconut, called sak-sak. I used to buy a supply of this every morning, as it would not keep, for my men. Now it appeared that for the next week or so, a third ingredient would be added to the sak-sak, namely, brains. I need hardly say that for the next two days of my stay I did not taste sak-sak, though my men made no secret of doing so. The flesh in the oven had to be cooked for three days, or till the tough leaves in which it was wrapped were nearly consumed. When taken out of the oven the method of eating is as follows:—The head of the eater is thrown back, somewhat after the fashion of an Italian eating macaroni. The leaf is opened at one end, and the contents are pressed into the mouth till they are finished. As Bill, my interpreter, put it, "they eaton that follow three day; by-and-by cookon finish, then follow all same grease." For days afterwards, when everything is finished, they abstain from washing, lest the memory of the feast should be too fleeting." Mr. Romilly was informed by the natives that human flesh tasted even better than pork. One is satisfied to take their word for it. In the New Hebrides, it appears that the people prefer to eat it dried, or "jerked." At present, we told, the cannibals in the world may be numbered by millions. Probably a third of the natives of the country where I am now writing (New Guinea) are cannibals; so are about two-thirds of the occupants of the New Hebrides, and the same proportion of the Solomon Islanders. All the natives of the Santa Cruz group, Admiralties, Hermits, Louisiada, Engineer, D'Entrecasteaux groups are cannibals; and even some well-authenticated cases have occurred among the "black fellows" of Northern Australia. I do not know that the fact of a native being a cannibal makes him a greater savage. Some of the most treacherous savages on this coast are undoubtedly not cannibals, while most of the Louisiada cannibals are a mild-tempered pleasant set of men." This testimony can do no harm in England, but it is to be hoped, save a writer in the *Quarterly Review*, that Mr. Romilly will not repeat it too often among his black friends, or the moral of it might be misunderstood. The Solomon Islands still form a part of the world of which very little is known. They are rarely visited, and travelers who have gone for the purpose of "taking notes" have either altered their minds in good season or never returned. Some years ago Mr. Benjamin Boyd, a member of the Royal Yacht Squadron, went out in his yacht, the *Wanderer*, and was captured by the natives. Search was made for him from time to time, and his initials were found carved on trees. A notice was placed on all the goods to the natives to this effect—"B. B., we are looking for you," but no tidings were ever heard of the missing man. Mr. Romilly was told by the captain of a labour schooner that somewhere on the south coast he had noticed a European skull in a sort of temple; he recognized it as European from its size, and he also observed that one of the teeth was stopped with gold. We take it for granted that the dentists among the Solomon Islanders do not use gold for filling teeth. Thus, they were probably the skull of the hapless owner of the *Wanderer*. The Solomon Islanders now make a practice of killing white men, if they can be done safely, in revenge for the way in which they have been "kidnapped" for the labour traffic. The diseases introduced by their treacherous white friends have made terrible ravages among them, and their own habits are still further to reduce their numbers. "There are several places," says Mr. Romilly, "where it is the custom to kill all, or nearly all, of the children soon after they are born." This is the only regret we ever heard of where so frightful and so unnatural a custom exists. Female children are, or used to be, destroyed in many countries; but the indiscriminate slaughter of all children is decidedly uncommon. These islanders have another device, which is supported by an argument not entirely devoid of strength. "In a battle the victorious party, if they can, surprise their enemies sufficiently to admit of a wholesale massacre, kill not only the men, but also all the women and children. We should be fools," say they, "if we did not. This must be revenged somehow, if there are any men to do it; but how can they get men if we kill the women and children?" The same thought has doubtless occurred to modern conquerors elsewhere, though happily circumstances have not enabled them to carry it into practical effect.

## NOTICES OF FIRMS.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## NOTICE.

M. R. E. WOODIN will assume Charge of this Company's business at this Agency during my Absence from Hongkong.

A. MCIVEE,

Superintendent.

Hongkong, 3rd June, 1886. [127]

## NOTICE.

NOTICE is hereby given that the PARTNER SHIP, heretofore subsisting between the Undersigned THOMAS PYKE, KENNETH MOORELL ADAMS, and JAMES LYON PLAYFAIR ANDERSON, as MERCHANTS and General Agents at Canton, are employed under the Style or Firm of BIRLEY & CO. on the 28th day of February, 1886, by affidavit of time. All Debts due to and from the late Firs will be received and paid by the said KENNETH DOUGLAS ADAMS and JAMES LYON PLAYFAIR ANDERSON, whom the Business will be carried on under the Style or Firm of BIRLEY & CO. at Canton, Manao, and Foochow, London.

BIRLEY & CO.

Canton, 10th day of May, 1886. [184]

## INSURANCES.

## FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & CO., Agents.

Hongkong, 18th January, 1886. [184]

## PHOENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:

For First-class European

Tenants, at 1/4% Net per Annum.

On Fire & Godowns,

& Merchandise stored

therein, at 1/4% Net per Annum.

On Oil in

caused Godowns, at 1/4% Net per Annum.

On First-class Chinese Tenants, at 2 1/2% Net per Annum.

On Second-class Chinese, at 2 1/2% Net per Annum.

DOUGLAS LAPRAIK & CO., Agents for Phoenix Fire Office.

Hongkong, 5th August, 1886. [184]

## NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$35,000, on first-class risks at current rates.

MELCHERS & CO.

Hongkong, 27th March, 1876. [184]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & CO.

Hongkong, 1st January, 1886. [184]

## THE MAJOR INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.

LUN SIN SANG, Esq.

YUN CHONG PEUNG, Esq.

YAN HU, Esq.

Q. HO CHUN, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contractors of Business, whether they are Shareholders or not.

WOOLIN YUEN, Secretary.

HEAD OFFICE—HONGKONG.

TO LET.

## ROOMS IN "COLLEGE CHAMBERS."

Apply to DAVID SASOON, SONS & CO.

Hongkong, 29th March, 1886. [184]

## TO LET.

## ROOMS IN CLUB CHAMBERS.

Apply to DOUGLAS LAPRAIK & CO.

Hongkong, 1st February, 1886. [184]

## TO LET.

## NO. 9, MOSQUE TERRACE—Immediate Possession.

GODOWN at WANCHI. Water Frontage.

Apply to LINSTEAD & DAVIS.

Hongkong, 6th April, 1886. [184]

## GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & CO.

Hongkong, 1st April, 1886. [184]

## SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates. All CONTRIBUTORIES of Business whether Shareholders or not are entitled to Share in the Bonus.

ADAMSON, BELL & CO., Agents.

Hongkong, July, 1885. [127]

## NOTICE.

## QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE-CLASS GODOWNS at 1/4 per Cent. Premium per Annum.

NOETON & CO., Agents.

Hongkong, 20th May, 1881. [184]

## TRANSACTIONS FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, 30th November, 1883. [184]

## THE LONDON ASSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, 20th November, 1883. [184]

## THE STRAITS INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, 20th November, 1883. [184]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT FIRST-CLASS RISKS at 1/4, net per Annum, and other Insurance on Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Peking, and the Philippines.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 27th March, 1882. [744]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, 20th November, 1883. [184]

## THE MORNING STAR.

The Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurance as follows:

MARINE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding 25,000, at reduced rates.

## HOLIDAY, WISE &amp; CO.

Hongkong, 28th July, 1872. [10]

## CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

The Undersigned having been appointed Agents for the above Company, are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & CO.

Hongkong, January, 1886. [184]

Given of any stoppage.

ARNHOLD, KARBERG & CO.

Hongkong, January, 1886. [184]

## TO BE LET.

## TO LET.

From 1st July next.

HOUSE No. 35, WYNDHAM STREET.

Rent \$480 per Annum.

Apply to J. A. de CARVALHO.

Hongkong, 7th June, 1886. [1145]

## TO LET—FURNISHED.